To Governor Taft, Manila: I open the American Pacific cable with greetings THEODORE ROOSEVELT. to you and the people of the Philippines.

PRESIDENT SENDS FIRST MESSAGE OVER NEW CABLE.

Congratulations Flashed Across Pacific Ocean to Governor Taft at Manila.

ANOTHER ENCIRCLES GLOBE.

Opening of Line Marks Completion of Gigantic Task in Remarkably Short Time.

STORM CAUSES SOME DELAY.

Last Connection Made at Honolulu With the Farther Section-Greetings Are Sent by Washington Officials.

SABLE ITSELF IS BUILT TO STAND ENORMOUS STRAIN. New York, July 4.-The new Pacific . cable is built especially to stand the . ous strain of its own weight . under such conditions as those attending its laying and the wear of years in its ocean resting place. In � the center is a twelve-wire strand . opper core, covered with heavy gut-

ta percha insulation. Wrapped about this are eight plies & of manila and asphalt, which in turn . are covered by the armor of 22.12gauge galvanized steel wires. Over 🔷 all is a second wrapping of manila & and covering of asphalt, making a . cable only seven-eighths of an inch in diameter over all. Its total length . 8,300 nautical miles.

The quantities of material used in building the cable follow: Iron and steel wires, 19,000,000

Jute yarn, 2,010,000 pounds. Preservative tapes, 5.090,000 pounds. Brass sheathing, 52,000 pounds. Copper, 3,600,000 pounds. Gutta percha, 2310,000 pounds

Preservative compounds, 4,220,000 Preservative tapes measure 306,000.

00 yards. The whole work was completed in eighteen months after the signing of .

REPUBLIC SPECIAL

Oyster Bay, N. Y., July 4.-With plenty time to spare before the glorious Fourth of July became the prosaic fifth, President Roosevelt to-night opened the new Pacific Commercial Cable by exchanging greetings with Governor Taft of the Philippines at

At two minutes past 11 o'clock a message to Governor Taft was sent.

Immediately following this was a message from the President, flashed westward around the world and back to Oyster Bay again, to Clarence H. Mackay, president of the Commercial Cable, congratulating him on the generous enterprise that had produced this final link in a system of globegirdling submarine cables. This message

To Clarence H. Mackay, President Pacific Cable Company: Congratulations and success to the Pacific cable which the genius of your lamented father and your own enterprise made possible. THEODORE ROOSEVELT.

MESSAGE FILED LAST JANUARY. The New York Herald sent the first business dispatch over the new cable for the purpose of learning how quickly a message might encircle the globe. At 11:25 p. m. the following message, which was filed last January to insure its being the first dispatch over the new cable, was started on To the New York Herald, New York: By

enterprise of the Commercial Cable Company, the New York Herald is able to send the first message by telegraph around the NEW YORK HERALD. At 11:39 p. m., or fourteen minutes after

the first signal was made in transmitting the above, the same message was received from London at the Herald office in New

In the face of difficulties incident to a storm that delayed the work, the shore end of the section of the cable from Hawaii to the Philippines was laid at Honolulu to-day and the connection was made to-night.

STORM CAUSES DELAY The exchange of messages with Governor Taft had been planned to occur at 9 o'clock this morning, but, unfortunately, last night, when prospects were bright for a successful carrying out of the programme, a message was received that the cable steamer Anglia had been driven into port at Honolulu by a heavy storm. The ocean end of the cable from Manila, Guam and Midway Island had seen buoyed seventeen miles from the shore landing near Honolulu.

Although the work of paying out the cable is often conducted in heavy weather, the gale at Honolulu was so strong that no

When day broke at Honolulu, however and the tempest had luiled, the Anglia put to sen, but it was obviously impossible to connect the cable so as to send the mes-

It was now a race between the cable lay-

rs and time. The cable layers on the Angila, laboring off the coast of Hawaii, knew that they were expected to complete the task before Independence Day had passed, and just one hour before the clock struck midnight the information was flashed to the President that communication was established with the Orient.

The clicking of telegraph instruments followed, and President Roosevelt's congratulations were flashed over 3,000 miles of land lines and more than twice that length of submarine cable

GOVERNOR TAFT'S REPLY. Governor Taft's message to the Presi-

dent was as follows:

"Manila, July 4.-To President, Washington: The Fllipino people and the Americans resident in these islands are glad to present their respectful greetings and gratulations to the President of the United States, conveyed over the cable with which American enterprise has girded the Pacific, thereby rendering greatly easier and more frequent communication between the two countries.

"It will certainly lead to closer union and a better mutual understanding of each other's aims and sympathies and of their common interest in the prosperity of the Philippines and the education and development of the Filinines. It is not inappropriate to incorporate in this, the first mea age across the Pacific from the Philippines to America, an earnest plea for the reduction of the tariff on Filipine products, in accordance with the broad and liberal spirit which the American people desire to manifest today toward the Philippines, and of which you have been an earnest exponent."

GREETING FROM ROOT. Washington, July 4.-Secretary of War Root has sent the following cable message to Governor Taft over the new Pacific cable as soon as the connections are made:

"Taft, Manila: Congratulations to Philippine Government and people upon being brought nearer to the people of America, on whose friendship and good faith rest the hopes of a glorious future for Philippine patriotism. One more great event is added to those which should make the Fourth of July a day of happy memories in the archi-ELIHU ROOT, "Secretary of War."

Judge Chase Magoon, the law officer of the Insular Bureau, who has had much to do with the formation of the legal branches of the Philippine Government, to-day addressed the following message to Governor

Taft over the new cable: "Congratulations to you and the personnel of the civil government and the people of the Philippines on the completion of another tie that binds together our common country. Our natal day is a fitting occasion for the inauguration of an enterprise, evidencing the welcome fact that the arrows of war on our national emblem have been converted into electric currents of commerce for the advancement and purposes of peace."

CONSTRUCTION OF CABLE MARKED BY DIFFICULTIES PHYSICAL AND POLITICAL.

New York, July 4.-The construction of the new Pacific cable has been marked by many difficulties, physical and political, and the ultimate success of the enterprise can justly be ascribed to the skill, sagacity and courage of the late John W. Mackay, who first projected the enterprise.

The permanent and vital union which had been established between this country and the far East made it in the last degree inadvisable that our Government should rest satisfied with the means of communication with that part of the world which it was compelled to employ. It was universally recognized that an all-American cable had

On February 10, 1899, President McKinley addressed a message to Congress directing

on February 10, 1899, President McKinley addressed a message to Congress directing attention to the necessity of establishing telegraphic communication with the Philippines via Hawaii and Guam.

"The present conditions," he said, "should not be allowed to continue a moment longer than is absolutely necessary."

Congress resumed consideration of the subject, and a series of hearings were had by committees of the Senate and House, Expert opinion on every phase or the subject was elicited, and many different plans for bringing about the laying of cable were submitted, discussed and passed upon. As indicating the fertility of cable propositions, it may be stated that several years before President McKinley audressed himself to the subject, between September 20, 1895, and December 14, 1895, twelve bills had been introduced to the Senate and the House, all relating to the construction of a cable across the Pacific, Some bilis were in favor of one promoting company and some in favor of another, and still others in favor of the construction of the cable by the Government. Hills were reported and passed in one House, only to fall in the other.

The project received the strongest support in the Senate, which successively passed bills both to subsidize private companies and for the construction of the cable by the Government, the main object being to secure action which would be ratified by the House. But when the Senate passed a bill favoring private companies and for the construction, the House wanted Government ownership, and when the Senate passed a bill for Government construction, the House wanted Government ownership, and when the Senate passed a bill for Government construction, the House wanted a private company to build it.

MACKAY'S OFFER.

This kind of experience continued until

MACKAY'S OFFER. This kind of experience continued until

the winter of 1991, and would probably not yet have been exhausted but for the timely intervention of the late John W. Mackay, who offered to lay the cable without subsidy or guarantee of any kind, and solely as a private business enterprise. This offer lifted the whole subject out of the maze of discussion of press and cons of Government ownership, and might be supposed to have promptly ended the conflict of congressional doubts and deuberations. But, notwithstanding Mr. Mackay's liberal offer, which involves the expenditure of millions of doilars without risk to the Government, several bills were introduced in the next session of Congress in favor of Government construction, and apparently endless obstacles were thrown in the way of the new enterprise. The sentiment of the country, however, as evidenced by the many commendatory resolutions of chambers of commerce and other commercial bodies, was most emphatically in favor of a private cable. Congress was at length brought to recognize this fact, and even in the House, when the obstructionists were most numerous, when the bill favoring Government ownership came to a vote it was rejected by life to 77.

Meanwhile the Commercial Pacific Cable Company was incorporated under the laws of the State of New York on September 23. 1881, with a charter authorizing it to lay and operate a submarine cable from California to the Philippine Islands, by way of the Hawalian Islands. Some years previous the Navy Department had taken soundings across the Pucific Ocean for the nurpose of determining a suitable route for a submarie cable, and after a careful survey that department had secommended the route from San Francisco to the Hawalian Islands, thence to the Midway Island, Island of Guam and the Philippines.

SOUNDINGS ALL READY.

After Congress had decided against a Govyet have been exhausted but for the timely intervention of the late John W. Mackay.

SOUNDINGS ALL READY. After Congress had decided against a Government cable, and an amicable understanding had been arrived at between the cable

company and the Government, these sound-

that the greater the depth the greater the pressure and strain upon the cable, and that the average depth by the route selected was about three miles, the magnitude of the task marked out by these soundings becomes sufficiently impressive. The route had four great ocean stretches of 2,276, 1,24, 2,593 and 1,450 miles, On the first, between San Francisco and Hawaii, the mean depth is 2,560 fathoms, with a maximum of 3,653; on the second, between Hawaii and Midway Island, the mean depth is 2,500 the maximum 3,056; on the third, from Midway Island to Guam, the mean depth is 2,500, the maximum of 4,500, and with sudden and great fluctuations; on the fourth, from Guam to Luzon, the average depth is 2,200, the maximum 3,400 fathoms.

To bring home the significance of these inmense depths in cable laying, it may be explained that the amount of cable in suspension necessarily varies according to the depth and rate of paying out. In 2,500 fathoms, with the ship steaming at eight knots per hour, no less than twenty-five miles of cable are in suspension in the water. Two and a half hours are occupied in such case by any particular point in the cable from the time of leaving the ship to touching the bottom. Then, at any time during the paying out, which may hast, with a long section, some ten or fourteen days, a storm may artise or some mishap may occur on board, resulting in the loss of the cable in a depth of three miles below the surface. In such a case the date of its recovery cannot possibly be predicted; the interruption may last for three or four eavs, or it may be for as many weeks or months.

CONTRACTS AWARDED.

CONTRACTS AWARDED.

The contract for the first section of the cable from San Francisco to Honolulu was awarded to the India Rubber Gutta Percha Telegraph Works Company of London, England. The reason for placing the order with an English firm was the lack of sufficiently high development in the methods of manufacture of submarine cables in this country. In an enterprise where the penalty for failure would have been so serious, and where the risks were unusually numerous, it was necessary to take advantage of all the skill and experience which English manufacturers had gained during years of practice in this business. CONTRACTS AWARDED.

all the skill and experience which English manufacturers had gained during years of practice in this business.

The cable steamer Silvertown, with the first section of the Pacific cable on hoard, consisting of 2,413 mautical miles, and weighing 4,807 tons, left the English Coast on September 23, 1802, arriving at San Francisco on December 4. The shore end of the cable having been laid with appropriate ceremonles the Silvertown left for Honolulu on December 15, arriving off the islands on Christmas Day, and on the morning of December 25 the cable was buoyed during a heavy gale at a point about thirty-five miles from Honolulu. During the trip from San Francisco to Honolulu 200 miles of cable were laid per day.

The Cable Company had undertaken to complete the line to Manila by 1904, but the work of manufacture had been so diligently pushed, and the business of laying the cable was so thoroughly systemized that the representative of the company was able to amounce at the time the shore end was laid in San Francisco that completed communication would be established with the Philippines by the Fourth of July, 1903. A separate contract had been awarded to the Telegraph Construction and Maintenance Company for the remaining sections of the cable from Honolulu to Midway, Guam and the Philippines.

On April 9 and 10 the steamships Colonia

cable from Honolulu to Midway, Guam and the Philippines.

On April 9 and 10 the steamships Coionia and Anglia, belonging to the manufacturers, left London with over 6,000 miles of cable in their tanks. The Coionia, which laid the longest section of the cable, that between Guam and Midway, 2,006 nautical miles, is the largest cable ship affoat. She has a dead weight capacity of nearly 11,000 tons, and is capable of carrying close upon 4,000 nautical miles of cable in the four large tanks built up in her holds. Not even the Great Eastern, whose displacement was much larger, could find room for half the mileage of cable which the Colonia can comfortably carry. The dimensions of the steamship Anglia are somewhat smaller than those of her sister ship, the Colonia. She can carry \$,500 tons dead weight, and during her recent operations in the Pacific did carry some 3,300 miles of cable.

START FOR MANHA.

START FOR MANILA. The Anglia arrived at Manila on May 22, and having landed the shore end on May 24, she paid out the cable through St. Bernardino Strait and on toward the Guam. She arrived at Guam on June 2 and established cable communication between Manila and Guam on June 4. The Colonia had proceeded direct to Guam, where she arrived on May 27. At that point the engineering and electrical staffs were transferred from the Anglia to the Colonia, and the latter vessel began to perform her saare of the work by laying the cable from Guam to Midway. The work was performed with marvelous precision and success, and with but a single interruption, at the rate of 200 miles a day The Anglia arrived at Manlia on May 22,

ings were turned over to the company for their information. When it is remembered that the greater the depth the greater and the greater and strain upon the cable, and that the average depth by the route selected was about three miles, the magnitude of the task marked out by these soundings becomes sufficiently impressive. The route had four great ocean stretches of 2,275, 1,24, 2,593 and 1,399 miles, On the first, between San Francisco and Hawaii, the mean depth is 2,593 and 1,499 miles, On the first, between San Francisco and Hawaii, the mean depth is 2,593 on the second, between Hawaii and Midway Island, the mean depth is 2,000, with a maximum of 1,305; on the third, from Midway Island, the mean depth is 2,000, with a maximum of 1,300, and with sudden and great fluctuations; on the fourth, from Guam to Luzon, the average depth is 2,200, the maximum 3,400 fathoms.

To bring home the significance of these innernes depths in cable laying, it may be explained that the amount of cable in suspension necessarily varies according to the depth and rate of paying out. In 2,990 fathoms, with the ship steaming at eight knots per hour, no less than twenty-five miles of cable are in suspension in the water. Two and a haif hours are occupied in such case by any particular point in the cable from the time of leaving the ship to touching the bottom. Then, at any time during the paying out, which may last, with a long section, some nice of control of the United States in the interest of other companies. But undismayed by the tarchess with which his offer was accepted, Mr. Mackay went on with the hottom. Then, at any time during the paying out, which may last, with a long section, some nice of control of members of Congress who were bent on defeating the enterprise which have been kent but for the conditions and to averence the factions competition of members of Congress who were bent on the cable, and commetted the conditions and to averence the factions of manufacture of the cable, and commetted the conditions and to averenc

MIDWAY ISLANDS AND GUAM HAVE UNIQUE INTEREST FOR PEOPLE OF AMERICA.

Washington, July 4 .- As cable stations the Midway Islands and Guam have a unique interest for the people of the United States.

Midway Islands and Guam have a unique interest for the people of the United States. Midway Islands are two small islands aftended about half way between the California and China coasts. They are surrounded by a coral reef of about eighteen miles in circumference. The reef protects the Islands from the high seas.

A rift in the reef admits vessels of eighteen feet draught into a deep and safe harbor. The Wandering Minstrel was wrecked here in 1887. Captain Walker, his wife and crew lived for fourteen months on the Islands, subsisting on fish and the eggs of seg birds until they were rescued.

The Islands have been placed under the jurisdiction of the Navy Department.

Lieutenant Commander Hugh Rodman, U. S. N., has been appointed Governor. Temporary buildings have been erected for the accommodation of the little cable colony. Permanent buildings will be erected before the end of the year.

For the present food will be supplied by special steamer, but there is good reason to believe that vegetables can be made to grow with proper cultivation. Fresh water is obtained easily. The Pacific Mail Steamship Company at one time maintained a coaling station and a staff of men on the islands. The coaling station did not prove satisfactory, and was, therefore, abandoned. With this exception, the establishment of the cable station is the first attempt to inhabit the islands permanently. The Japanese have been going there to kill sea birds for the sake of their feathers, but this traffic will now be stopped.

The persons who make up the cable colony sulled from Honolulu on April 23 on the steamship Hamalei. They reached Midway April 29, and sent the following account of their landing:

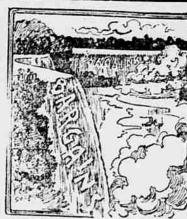
"Wednesday, April 29, at 5:15 a. m., the jovful news of land on our starboard bow quickly spread through the ship, and all the passengers soon appeared on deck to obtain the first look at lonely Midway. At this early hour very little could be seen, only a few breakers. At 6 a. m. we could make things more distinctly, and we could make things mo

"Much excitement was caused by the disnorthwest part of the island, which we at first thought was a wreck, but as we approached nearer we found that the schoon

The Angila arrived at Manlia on May 23, and having landed the shore eaton May 24, and the standard communication between Manila and editired to Guaim, where she arrived on May 27, At that point the ensineering and electrical staffs were transterred from the began to perform her save of the work by laying the cable from Guam to Milayary The work was performed with marveling laying the cable from Guam to Milayary The work was performed with marveling the transterred from the savenge speed of nine knots an him to be shown that the shore of the sandard and an average speed of nine knots an him to be tween Midway and Guam was thus certallished, connecting world, and leaving only the small section between Midway only the small section between Midway and Hawali section of the cable. The Midway and Hawali section of the cable way, and on the arrival of the Angila that point her engineering and electrical stans were transterred back to the Angila that point her engineering and electrical stans were transterred back to the Angila that point her engineering and electrical stans were transterred back to the Angila to complete the encircling of the globe. The Way, and on the arrival of the Angila that point her engineering and electrical stans were transterred back to the Angila that point her engineering and electrical stans were transterred back to the Angila that the point her engineering and electrical stans were transterred back to the Angila that the point her engineering and electrical stans were transterred back to the Angila that the point her engineering and electrical stans were transterred back to the country and the way and the work of the arrival of the Angila that the point her engineering and electrical stans were transterred back to the country and the work of

LITTLE VEGETATION.

The simple announcement of the intention of the Commercial Company to lay a Pacific cable thus effected a saving of 80 central pacific cable thus effected a saving of 80 central pacific cable thus effected a saving of 80 central pacific cable thus effected a saving of 80 central pacific cable thus efforce entering on the execution of the contract the Commercial Pacific Cable (company bound itself to charge but 11 per word of the pacific cable of t



things with it.

There's a steady roll of bargains here. It's a resistless current of popular trading that carries all

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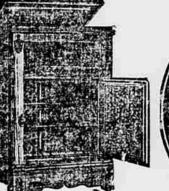


Dinner Sets, complete, 100 pieces; soups, vegetables, etc. Best grade of Orinoco China. This week special

well made, has 5 large, roomydrawers, sells in most stores \$7.50, our Buying-day price

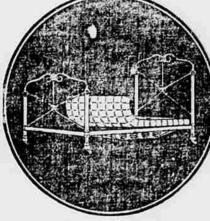
Solid Oak Chiffonier.

\$4.75 S2.98



THIS REFRIGERATOR, \$4.98.

tion to everything. In performing high, 16 inches deep, 23 inches wide, Provision compartment is 18% inches wide, 1015 inches deep, 14



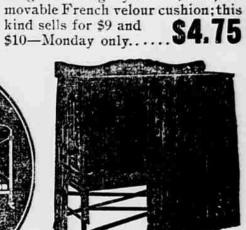
It will give a mighty cool recep- Bed, Spring and Mattress.

Complete, \$5. its work will consume less ice than any box of equal size. Made with a double case and lined with heavy zinc. The hardware is brass, therefore rust-proof. Measures 39 inches high, 16 inches deep, 22 inches wide.

It will hardly be necessary for us to tell you what a bargain this is, because at the first glance the unusual value is apparent. Strongly made of good metal: comes in two sizes, 3 feet bigh, and can be furnished in olive, white, mareon or Flemish, as desired. The springs are woven wire, with an undersupport, and the matters is well made in every particular. CATALOGUE FREE.

inches high. All parts are removable, so cleaning is easy. Its capacity is 35 pounds. If you don't order one you will surely regret it.

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tion the night was spent with him at the SMELTER MEN ON STRIKE

palace.

"The company's plans for the establishment of the cable station were fully explained on Monday morning, May 18. The Governor accompanied the superintendent, and several hours were spent in examining the proposed site for station, it being necessary to hew a pathway through the dense jungle which covers the peninsula.

After thorough investigation a lot was

MAY CAUSE MUCH LOSS.

Furnaces Full of Ore Likely to "Freeze Up"-Only Trust Plants Are Affected.

Denver, Colo., July 4.-The managers of the Denver smelters were taken completely by surprise last night when, at a meeting of the Smelter Men's Union, a strike was declared, taking effect at once, and they were wholly unprepared for the walkout which followed.

By the drawing of fires from under the furnaces at the Grant and Globe smelters the risk of a heavy loss to the American Smelting and Refining Company was incurred. At the two smelters there were eleven furnaces full of ore and should they "freeze up" they will have to be blasted It is said by those informed on the situa-

tion that this strike is the first move in a land. May 24, 1824. He graduated in medigeneral campaign for an eight-hour day for all unions additated with the Western Federation of Miners and that the fight will be Eight, Iil., remaining here seven years. He made to a finish.

made to a finish.

There are 2,500 men employed in the smelters of Denver, but the Argo plant, which is independent of the trust, will probably not be involved in the strike.

In the disturbance at the Globe smelter attending the withdrawal of the men Engineer William Edwards was struck on the Christian Union, eventually building and the Church of the Christian Union, eventually building and the Christian Union and the Christian Union and the Christian Union, eventually building and the Christian Union and the Christian an gineer William Edwards was struck on the

head and badly injured. A train of twenty-three cars of ore was derailed to-day at the entrance of the Globe smelter switch, which had been tampered with. The strikers, who number about 1,000 men, posted pickets to-day at the two smelters. Very few men were

ter company said to-day that the two plants would be operated in spite of the strike and that the men who go to work in place of the strikers will be protected CLAIMS HE ORGANIZED

FIRST LIBERAL CHURCH.

Remarkable Life Work of the Rev. Dr. Thomas Kerr, Pastor of First Bap-

tist Church in Rannibal in 1866.

REPUBLIC SPECIAL. Elgin, Ill. July 4.-A former Baptist pas-ter of Hannibal, Mo., claims the distinction

of organizing the first liberal church in America. He is the Reverend Thomas Kerr. M. D., who ministered to the First Baptist Church of Hannibal from November 1, 1866, to July 11, 1869, when he returned to Rockford, Ill., to resume an interrupted pastorate with the Baptists.

Doctor Kerr was born in Aberdeen, Scotcine from the Iowa State University in 1850.

him. They organized the Church of the Christian Union, eventually building an edifice which, with furnishings, cost nearly \$5,000. It has a present membership of \$50. Poetor Kerr was active pastor until November 1, 1900, when he was honored by being made pastor emeritus, and was succeeded by the Reverend Robert C. Stryant. He continues to take a great interest in church work, and, for his age, is remark-General Manager Guiterman of the smel- ably active







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